

BOTH BELLIGERENT LINES REACH TO SEA; NO FURTHER ATTEMPTS AT OUTFLANKING

BRITISH CRUISER SUNK IN NORTH SEA BY A SUBMARINE

Out of Crew of 400 Men on
Board, Only Seventy-
One Saved.

THE HAWKE TORPEDED BY GERMAN WAR VESSEL

Fourth English Ship to Be De-
stroyed Within Month
by Enemy.

ANNOUNCEMENT BY ADMIRALTY

One of Survivors Recently Saved
Following Disaster to the
Hogue.

(Special Cable to The Times-Dispatch.)
LONDON, October 16.—British pro-
tected second-class cruiser Hawke was
struck by a torpedo from a German
submarine and sunk in the northern
waters of the North Sea, according to
an official announcement of the British
admiralty to-day. The cruiser Thesus
was attacked, but the torpedo missed
its mark.

First reports were that of the 400
officers and men on the Hawke but
fifty were saved. To-night, however,
the press bureau issued a further list
of survivors, bringing the number
saved up to seventy-one, and it is hoped
that the loss of life may yet prove
not to have been so heavy. Lieutenant-
Commander Rosaman and twenty men
were picked up from a raft, according
to this latest report. The earlier
rescuees were landed at Aberdeen.

Soon after the publication of this
bulletin recording the sinking of the
seventh British warship, five of them
by German submarines, there was cir-
culated the report received from a cor-
respondent of the Edinburgh Scotsman
that British patrol ships had located a
German submarine off the east coast
of Holland and had sunk her. This
took some of the edge from the
poignancy of the British grief over
the loss of the Hawke, but the shock
has been a severe one, especially in
view of the extraordinary precautions
which are ordered to be taken follow-
ing the triple disaster to the
Aboukir, Hogue and Cressy, which
took down with them 1,500 men.

SIDNEY AUSTIN SURVIVES

One of the survivors, Sidney Austin,
a boatwain of the Hawke, was one
of the few saved from the Hogue.
After the sinking of this vessel he
was transferred to the Hawke, and
thus was the only man to have survived
two submarine attacks.

The admiralty gave out this an-
nouncement.

"His Majesty's ship Thesus, Cap-
tain Hugh Edwards, was attacked by
a submarine in the northern waters
of the North Sea yesterday afternoon,
but was missed. His Majesty's ship
Hawke, Captain H. P. E. T. Williams,
was attacked about the same time
and was sunk. The following officers
and men are missing.

"Further particulars will be pub-
lished as soon as available.

The Hawke was a cruiser built in
1889.

SERIOUSLY DAMAGED

The Hawke is the British cruiser
which collided with the White Star
liner steamedlynic September 24,
1914, near Osborne Bay on the north
side of the Isle of Wight. She re-
ceived serious damage.

The Hawke was of 7,350 tons dis-
placement, 360 feet long, of sixty-foot
beam, and drew twenty-three feet of
water. She was a sister ship of the
Edgar, Endymion, Grafton, Thesus and
Gibraltar, and was launched in 1911.

Her armament consisted of two 9.2-
inch guns, six six-inch guns, twelve
six-pounders, five three-pounders, two
machine guns and two torpedo tubes.
Her regular complement is 544 men.

The Hawke was commanded, accord-
ing to the British admiralty list, of
September, 1914, by Captain Hugh P. E.
T. Williams, and among her officers
were Commander Bernard A. Pratt-Bar-
low and Lieutenant Commander Robert
H. Rosaman.

The Hawke is the fourth British
cruiser to be torpedoed and sunk in the
North Sea within a month. The Abou-
kir, Hogue and Cressy, succumbed to
the attack of a German submarine some
three weeks ago, costing sixty British
officers and 1,400 men to their death.

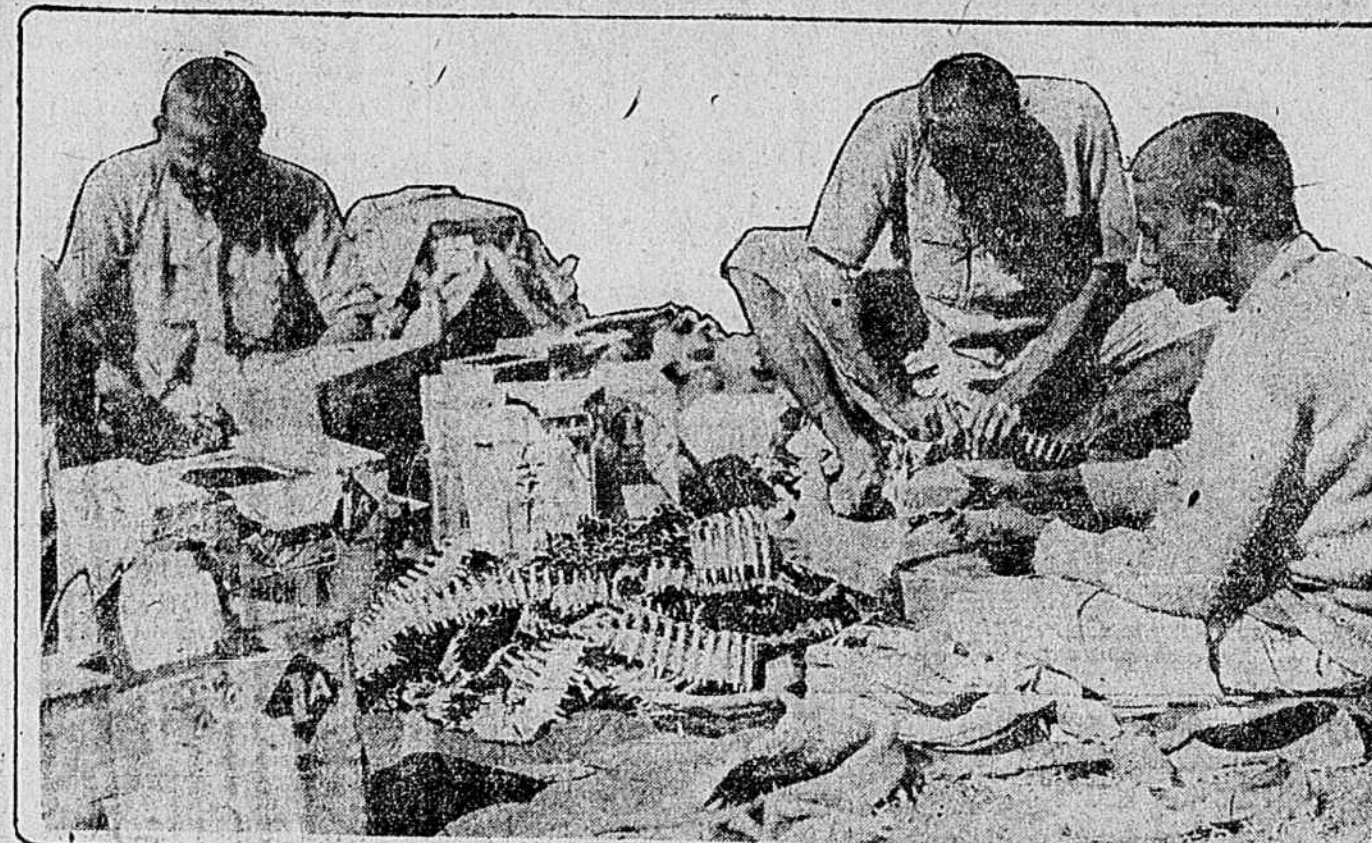
While the Hawke was laid down in
June of 1889, she was launched at
Chatham on March 11, 1911.

Among her officers at the time of this
disaster, were eight naval cadets.

Other British warships lost since the
outbreak of hostilities, are the cruiser
Amphion, sunk in the North Sea by a
mine, August 6, and the cruiser Path-
finder, torpedoed in the North Sea, Sep-
tember 16. The loss of the Hawke
makes a total of six British cruisers
destroyed by Germany in the North
Sea since the beginning of the war.

To Reduce Cotton Acreage

COLUMBIA, S. C., October 16.—A bill
reducing the cotton acreage in South
Carolina in 1915 to one-third of that
planted in 1914 to-day was passed by
the lower house of the General As-
sembly. The measure now goes to the
Senate.



England's Indian
Fighters in France
Filling Cartridge Belts

BANKERS' VESSEL STRIKES SANDBAR

Steamer St. Johns Stuck for
an Hour Near Dutch
Gap.

ASSISTED BY LITTLE AURORA

Despite Rain Large Party En-
joys Excursion on James
River.

Despite a steady downpour of rain
that began shortly after midnight and
continued intermittently all day long,
1,500 members of the American Bank-
ers' Association, visitors and Rich-
monders, crowded aboard the St. Johns
and the Pocahontas yesterday morning
for the bankers' excursion down the
river to Jamestown Island and New-
port News.

STEAMER ST. JOHNS STUCK ON SANDBAR

A lone mishap marred the arrange-
ments of the entertainment committee.
At the lower end of Dutch Gap the
St. Johns, broad of beam, and accus-
tomed to the deeper waters of the
Chesapeake Bay, ventured too near the
right bank of the river, and dug her
nose into a sandbar. All efforts of the
two side-wheels to dislodge her proved
fruitless, and 500 passengers on board
began to see visions of a "fired
bivouac."

The steamer ran aground at 10
o'clock in the morning. Just as the
dining-room doors were thrown open
to a hungry multitude. The crew
worked heroically to back the boat off
the bar, but she appeared mired for
good. In the darkest hour appeared
a guardian angel in the form of the
steamer Aurora, of the Furman Line,
bound from Petersburg to Richmond.

The Aurora is a small boat, as James
River steamers go, but she is 99 44-100
per cent efficient. Her captain threw
a line to the grounded St. Johns, and
the crew of the latter, with the aid of
it, fast. There ensued a twenty-minute
tugging match, in which the plucky
Aurora pulled manfully. If a
steamer can pull that way, to dislodge
her grounded sister. The pull of the
Aurora's engines, combined with the
reversed side-wheel propellers of the
St. Johns, turned the trick, and an
hour after she ran her prow into the
sandbar, the vessel turned her nose
into the open channel, free.

BANKERS' CHEER

Hundreds of delegates crowded
against the rails to cheer the captain
of the Little Aurora, who had directed
the manoeuvres from the bridge.
The St. Johns blew a grateful blast,
and the whistle of the Aurora answered
modestly that it was nothing worth
mentioning—merely a neighborly turn
that one sister may always expect of
another. The steamers interchanged
several more toasts and proceeded in
opposite directions—the St. Johns to
Newport News and the Aurora to
Richmond.

CAPTAIN OF AURORA

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Newport News and the Aurora to
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There was, however, an inevitable af-
termath. The sixty minutes lost on
the sandbar could not be made up, and
the steamer proceeded to Newport
News without stopping at Jamestown
Island for the hour-and-a-half stay
scheduled on the program. The island
was passed in a driving rain. A ma-
jority of the excursionists were well
content to view the first permanent
(Continued on Eighth Page.)



Indian Troops En Route to the Front

COMMISSION ORDERS CUT IN EXPRESS RATES

Material Reduction Is Made in
Charges for Larger
Packages.

MAKE SIX CLASSIFICATIONS

New Schedule, Announced by Com-
missioner Wingfield, Takes Effect
November 1—Retail Merchants
Win Their Fight for Reduction.

Commencing November 1, a new clas-
sification, rules and rate basis govern-
ing intra-state express movements in
Virginia will go into effect by order of
the State Commerce Commission.
The general public will benefit by
the revision of express rates. The
change, a reduction in the charges made
by express companies being the effect
of the new order. J. Richard Wing-
field, of the commission, has for several
months been giving careful considera-
tion to the revision of express rates. He
announced late yesterday afternoon the
conclusion of the commission to adopt
a revised classification, rules and rate
basis.

The new system will follow the form
of the Interstate Commerce Commission
block system for express rates as mod-
ified for block and subblock. This block
system is similar to the zone system in
use by the postoffice department for
parcel post. The consideration that
the uniform and simplified system of ex-
press rates could be secured, appealed
very strongly to the commission and
also the fact that packages from one
to about thirty-five pounds, constitut-
ing the great bulk of the express busi-
ness, would, under the new plan, as
adopted by the commission, take a
plan most desirable and hastened its
adoption.

MATERIAL REDUCTION

ON LARGER PACKAGES

For larger packages, 100 pounds or
more, the situation in Virginia required
a material modification of the Inter-
state Commerce plan and these modifi-
cations which have been imposed by the
commission on express companies, may
be briefly stated thus:

First. The merchandise rate per 100
pounds to be hereafter known as Class
One, is used as a general basis, and the
new rates on apples, cabbage and
pears will be 50 per cent of the Class
One rate.

Second. Other green vegetables,
peaches and berries, will take 60 per
cent of the Class One rate.

Third. Butter, eggs, fish, ale, beer,
aerated or carbonated beverages and
mineral waters take 60 per cent of the
Class One rate.

Fourth. Milk, cream and buttermilk
taken 60 per cent of the Class One rate,
but where wagon delivery is dispensed
with, Class E is provided. Class E
carries a rate of 15 cents to 33 cents
(Continued on Eighth Page.)

CONGRESS MAY ADJOURN BY MIDDLE OF NEXT WEEK

Senate Agrees to Vote on War Tax
Bill and All Amendments
by To-Night.

MEASURE THEN GOES TO HOUSE

Southern Members Will Record Their
Positions on Proposed Government
Aid for Cotton Growers, but Im-
pression Is Measure Will Not Pass.

WASHINGTON, October 16.—Con-
gress had so nearly completed its work
for the session to-day that adjourn-
ment by the middle of next week
seemed practically assured. An agree-
ment reached in the Senate to vote on
the war tax bill and all amendments
before adjournment to-morrow night,
means the measure will be ready for
the house on Monday. Administration
leaders expect an early conference
agreement and prompt approval of the
report by both houses.

Senators from Southern States who
have threatened to delay action agreed
to the proposal to vote to-morrow be-
cause it would record their votes on the
amendment providing for the issue of
\$250,000,000 in government bonds for
the purchase of cotton. They would
not concede to-night that the amend-
ment would be defeated, but the pre-
vailing impression is it will fall
short of the necessary vote.

All disputed features of the war tax
bill were settled by the Senate to-day,
except the cotton amendment. In-
creased tax on tobacco dealers and the
wine tax as finally agreed to by the
Finance Committee were among sec-
tions agreed to.

SENATE ALLOWS DEBATE

TO RUN ANOTHER DAY

The Senate appeared ready to vote,
but it finally was determined to let
debate on the cotton amendment run
in the House, Representative Henry
of Texas, contended the war revenue
bill would not pass that body "with-
out the presence of a quorum," unless
some action was taken to relieve the
cotton situation. House leaders in-
sisted a quorum would be present next
week to transact the necessary busi-
ness.

Representative Mann, of Illinois, Re-
publican leader, evoked applause from
both Republicans and Democrats by
agreeing that Congress ought to be
able to help the cotton situation. Ho
(Continued on Eighth Page.)

ITALY WILL NOT ALTER POLICY OF NEUTRALITY

Death of Minister of Foreign Affairs
Will Cause No Change in Gov-
ernment's Attitude.

RECEIVES PAPAL BENEDICTION

Premier to Assume Temporarily
Portfolio, and Nothing Is Known
as to Intentions Regarding Per-
manent Secretary to Post.

ROME, October 16 (8:10 P. M.).—The
Italian Premier, Signor Salandra, will
assume temporarily the portfolio of
Minister of Foreign Affairs, made vac-
ant by the death to-day of Marquis
Antonio Di San Giuliano. This step
was decided upon at a council of the
ministers late to-day.

Nothing is known as to the inten-
tions of the King or the Premier re-
garding a permanent secretary to the
office.

It is stated from an authoritative
source that the death of the marquis
will not affect the foreign policy of
the government.

Marquis Di San Giuliano died to-day,
after suffering for a month with an
affection of the heart. Almost to the
end he directed from his sick room the
affairs of his office so far as possible.

According to the Corriere d'Italia,
he twice offered his resignation as For-
eign Minister, but the Premier con-
sidered it was best, owing to the dif-
ficult situation, to postpone any action
regarding the office. It is reported
that the German ambassador to Italy
when he heard of the death of the mar-
quis, said:

"This is perhaps the greatest mis-
fortune for the central empire since the
war began."

END IS HASTENED

BY ARDUOUS WORK

The doctors agree that the war did
not cause the death of the Foreign
Minister, but say the end certainly
was hastened by the arduous work to
which he submitted his already weak-
ened constitution. When death was
near, during a moment of conscious-
ness, the marquis turned to those about
him, and, pressing the hand of Under-
Secretary of Foreign Affairs Bor-
sarelli, said: "I have done my duty."
Then he collapsed and spoke no more.
Professor Clementi, a close friend of
the marquis, intoned prayers for the
dying man.

The Giornale d'Italia says that the
Pope sent a special benediction to Mar-
quis Di San Giuliano.
(Continued on Second Page.)

COVER APPROACH TO COAST TOWNS

Allies Block German Efforts to
Take Ostend, Dunkirk
and Calais.

TEUTONS FORCED TO RETIRE

Line of the Battle of North Now
Reaches Nearly 360
Miles.

FROM THE BATTLE FRONT (via
Paris), October 16 (11:46 P. M.).—The
advance by the Germans to turn the
flank of the allies and obtain pos-
sion of the ports of Ostend, Dunkirk
and Calais has been unsuccessful, for
the Germans came face to face with a
strong opposing allied army, which
compelled them to fall back after se-
vere fighting.

What is known as "the marching
wing" of the allies is continually in
contact with the German troops, and
completely covers the approach to the
coast towns.

When they fought a pitched battle
west of Lille, the Germans were forced
to make a marked retirement from
Lille, in the direction of the
their occupation of which on Tues-
day by 30,000 men appears destined to
be of short duration.

The line of the "battle of the north"
extends over the most historic ground
in Flanders, where on the "Field of the
Cloth of Gold" Francis I. and Henry
VIII. had their celebrated meeting in
1520. Owing to the sinuous character
of the line of battle, the total length
of the coast of Belgium to the
Swiss border, now reaches nearly
360 miles.

Belief in their final success appears
to have taken a firm hold on the al-
lies. All the men display confidence
in their commanders, who are doing
everything possible to spare their
troops. The allied soldiers are fight-
ing with vigor. They often perform
marvels which seem beyond human
power. When children are seen to
when small detachments are acting
apart from the main bodies.

DRAGOONS IN TRUST

WITH DIFFICULT TASK

French dragoons recently were in-
trusted with the task of covering the
passage to a river by artillery. They
met a body of German hussars in a
clash. Both sides charged simulta-
neously, an dthe melee lasted ten min-
utes, during which the men slashed and
pierced each other with swords and
lances while the officers' revolvers
cracked. Finally, the hussars broke
ranks and galloped off, leaving many of
their men on the field. The dragoons
also suffered severely, but attained
their object—that of securing a safe
passage for their comrades.

French officers in the immediate
vicinity of the firing line recently were
able to see two motor cars con-
taining seven children, all under ten
years of age, and two grown persons
entering the battle zone. Across the
glass shield on one of the cars in
French were the words "In the service
of the ambassador of the United
States." On being stopped it was
found that Eric Wood, one of the at-
taches of the American embassy in
Paris, was in one of the cars, with Mr.
Cordy, a volunteer attaché of the em-
bassy. Accompanying them were the
children of Count Tedytsky, a distin-
guished Hungarian nobleman, now ill
in Paris. The children had been re-
scued from a chateau in Northern
France, where they had been with ser-
vants since the outbreak of the war,
by an expedition sent out by Myron T.
Herick, the American ambassador.

During the trip out the party was
arrested several times. Their first ar-
rest occurred near Compiègne. A
French territorial who stopped them
pointed out a village spire in the dis-
tance, saying: "Germans are bomb-
ing." The party desired to turn back,
but the soldier informed them they
must go to the village and see the
colonel of that section.

HAVE DIFFICULTY

IN FINDING WAY

When the party arrived the bombard-
ment was very heavy. Houses were
being struck by shrapnel and collapsing
every minute. While their papers were
being examined in front of the col-
onel's headquarters, a shell burst direct-
ly overhead, but as soon as the noise
subsided the colonel continued his con-
versation as though nothing had hap-
pened. The Americans had difficulty in
finding their way through Senlis,
Amiens and Boulogne, owing to the dis-
appearance of sign posts and the re-
fusal of the peasants to give them any
(Continued on Second Page.)

POSITION OF ALLIES IS BAR TO GERMAN ADVANCE ON COAST

Kaiser's Forces Probably
Will Try to Make Breach
in Enemy's Lines.

MORE REINFORCEMENTS ARRIVING FROM HOME

Attempt to Gain Outer Railroad
System Repulsed by
French.

FLEET MAY HELP IN FIGHTING

Unlikely That Ostend or Other
Coast Towns Will Be
Bombarded.

Capture of Ostend Claimed by Germans

Ostend, the famous Belgian resort
on the North Sea, was occupied by
the troops of Emperor William last
Thursday, according to a German of-
ficial report arriving from Berlin by
way of London. If this report is
true, the Germans have reached the
goal for which they aimed imme-
diately after they captured Ant-
werp. Their forces now are only
sixty-five miles across the sea from
Dover, and 115 miles from London.
On their capture of Ostend, the Ger-
mans also took Bruges, which pre-
viously was reported to have been
deserted, and where no resistance
was expected. The latest French
official report, however, does not touch
the movements of the Germans and
the allies near the Belgian coast
line, where the one army has been
trying to gain a firmer foothold
and the other to throw back the
advance. Of the hostilities in the
west, it merely says that the fight-
ing continues vigorously, and that
in the vicinity of Lille ground has
been gained by the Germans near
Malaucourt is characterized by the
German column has been
hurled back with heavy casualties
by the allies in the Vosges. An-
other newspaper report has it that
the Germans have been driven from
Lille.

Fighting is still going on between
the Anglo-German and Russian
armies near Warsaw, and the Gal-
ician fortress of Przemyel continues
to hold out against the attacks of
the Russians.

South, the Serbian and
Montenegrin troops claim a victory
at Glaznost, Bosnia, over the Aus-
trians. Commandants representing
all the Congo Free State north of
Belgium are in the city of Ant-
werp, at the disposal of General
Voica, commander-in-chief of the
forces of the Union of South Africa.

The Marquis di San Giuliano,
Italian Minister of Foreign Affairs,
is dead. The marquis was said to
have been friendly to Germany.
He was reported to be opposed to
the sympathy in Italy for the allies
and the entrance of Italy into the
war. The Italian Premier, Signor Sal-
andra, will take temporarily the por-
tfolio of Foreign Affairs.

It is said that the death of the
marquis will not affect Italy's foreign policy.
In the sinking of the "British
cruiser Hawke by a German sub-
marine, only one officer and sixty-
two enlisted men of her crew of 400
are known to have been rescued.

The King and Queen of the Bel-
gians are at the headquarters of the
Belgian army.

LONDON, October 16 (9:45 P. M.).—
The official communication issued to-
day by the French War Office con-
firms the progress of the allies re-
ported yesterday.

It is indicated in the communi-
cation at which point of the coast the
allies' fighting line reaches the sea,
but the nearest point is twenty-two
miles from Ypres, and is close to the
Franco-Belgian frontier. How-
ever, is much nearer Dunkirk than
tend, which the Germans are reported
to have occupied to-day; and the pre-
sumption based on knowledge of the
German movements is that the line of
the allies is in a more northerly di-
rection, and consequently is nearer
thirty than twenty miles in length.
The line would seem to be a bar to
an advance by the Germans along the
coast, which doubtless was their plan
when their cavalry made a dash to-
ward Calais.

With both the belligerent lines
reaching to the sea, there now can be
no attempts at outflanking by either
army. To win success, one or the
other of the opponents must break
through the line; and the army having
the greatest number of men and
possibility to move them to a chosen
point seemingly has the better chance
to succeed in this attempt.

GERMANS WILL TRY TO MAKE BREACH IN ALLIES' LINES

The Germans, it is believed here,
are certain to try to make a breach
in the allies' line, but just where is
known only to themselves and to the
French and British commanders, who
are receiving reports from their aerial
scouts of any movement in strength.

It is believed, however, that as in
this war the armies fight less for po-
sitions than for lines of communication,
the Germans are striking for the out-
er railway system, now in French hands,
which runs from Paris through Amiens
and Arras to Hazebrouck Junction, and
thence to Calais and to the coast.

Thus far, according to the French re-
ports, the allies have repulsed every